

C21
wherein a peripheral protuberant portion is formed on a tread surface of each block in the vicinity of an end edge thereof in such a manner that the height of the block gradually decreases toward the block end edge and also toward a central portion of the block.

C22
14. (Amended) A pneumatic tire according to claim 8, wherein the ratio between a dimension HH1 measured along a radial direction of the tire, between an intersection point of a groove wall surface of the block and the peripheral protuberant portion, and a height position of a top of the peripheral protuberant portion, and a dimension HH2 measured along the radial direction of the tire, between a maximum depth portion in a central region of the block and the height position of the top of the peripheral protuberant portion, that is, $HH2/HH1$, is 1.5 or less.

C23
16. (Amended) A pneumatic tire according to claim 8, wherein the ratio between a dimension LL1 measured in a direction along the tread surface, between the intersection point of the groove wall surface of the block and the peripheral protuberant portion, and the top of the peripheral protuberant portion, and a dimension LL2 measured in the direction along the tread from the top of the peripheral protuberant portion to the maximum depth portion in the central region of the block, that is, $LL1/LL2$ is 2.0 or less.

17. (Amended) A pneumatic tire according to claim 8, wherein the ratio between a dimension HH1 measured along a radial direction of the tire, between an intersection point of a

Q23 groove wall surface of the block and the peripheral protuberant portion, and a height position of a top of the peripheral protuberant portion, and a dimension LL1 measured in a direction along the tread surface, between the intersection point of the groove wall surface of the block and the peripheral protuberant portion, and the top of the peripheral protuberant portion, that is,

HH1/LL1 is 1.0 or less.

Sub D1 18. (Amended) A pneumatic tire according to claim 8, wherein the ratio between a dimension HH2 measured along the radial direction of the tire, between a maximum depth portion in a central region of the block and the height position of the top of the peripheral protuberant portion, and a dimension LL2 measured in the direction along the tread from the top of the peripheral protuberant portion to the maximum depth portion in the central region of the block, that is, HH2/LL2 is 1.0 or less.